

GERMANY'S SUBMARINE WAR.  
A splendid double page feature in to-mor-  
row's Sun describes the sphere and  
activities of the undersea  
fighters in the war on  
food ships.

THE WEATHER FORECAST.  
Fair to-day and probably to-morrow;  
fresh winds.  
Detailed weather, mail and marine reports will  
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PRICE TWO CENTS.

## HEALTH BOARD ORDERS MORE 59TH ST. CARS

Bitter Fight on Mandate  
Expected From Transit  
Companies.

GOT NO RELIEF FROM  
P. S. C. MAYOR WRITES

Health Commissioner Goldwater  
jumped into the transit situation yester-  
day and ordered the cars of the Eighty-  
sixth street cross-town line and the  
Eighty-ninth street cross-town line to be  
operated so that more than one and a  
half times the number of persons who  
can be seated will be allowed in the  
cars at all hours.

This is equivalent to an order for  
more cars, and will be the first meas-  
ure of strength between the Health De-  
partment, a city body, and the Public  
Service Commission, a State board, in  
relieving overcrowded conditions on  
New York transit lines.

Overcrowding in cars, rules the Com-  
missioner, is a menace to the public  
health and he believes he has sufficient  
powers under the sanitary code to en-  
force the order.

The order is the first of a series which  
will embrace all the transit lines in the  
city if the courts uphold the Board of  
Health's power to issue and enforce  
such orders. The Commissioner expects  
a fight from the companies against the  
legality of the order, but he did not  
make the initial order until the Cor-  
poration Counsel had looked into all the  
aspects of the case and had decided that  
he was within his powers.

Although the lines affected by the  
present order are relatively small and  
unimportant the Commissioner is tack-  
ling the two big transit companies of  
the city for the first test of his powers.  
The Eighty-sixth street line is owned  
by the Belt Line Railway Company, which  
is controlled by the Third Avenue  
Railway Company, and the Eighty-  
ninth street cross-town line is owned  
by the New York Railways Company,  
which is controlled by the Interborough.

Watching Brooklyn Lines.  
Inspectors are now watching certain  
transit lines in Brooklyn to get evi-  
dence that overcrowding is a menace to  
the public health. It is expected the  
Commissioner will soon issue an order  
which will allow the B. R. T. with the  
other big companies in fighting the le-  
gality of the order.

There is little doubt that there will be  
a fight. E. A. Maher, vice-president of  
the Third Avenue Railway Company,  
said last night that the order was re-  
vised so late in the day that it had not  
been determined what to do about it.  
Frank Hedley of the Interborough was  
also quoted as saying that the order was  
issued without the company's consent.  
The order is expected to be a severe  
blow to the companies.

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## "New Born Baby" Five Weeks Old

Weehawken Man's Aunt Spoils  
Wife's Plan to Please  
Her Husband.

Charles and Mary Kirk, breathless and  
disheveled, dropped a badly scared  
baby on the deck in front of Police  
Captain Charles Heener in the Wee-  
hawken police station yesterday and  
wanted to leave it there. Capt. Heener  
objected on the ground that he wasn't  
running a day nursery. Then Charles  
in anger and Mary in tears told him the  
story of their unhappiness.

It developed that the whole trouble  
came because Mrs. William P. Verdon,  
wife of the Republican boss of Hoboken,  
Charles Kirk's aunt, wanted to see her  
new born grandnephew and would not  
take no for an answer. Then she let  
the cat out of the bag in front of  
everybody, announcing that the child  
was at least five weeks old instead of  
five hours, and that it was impos-  
sible.

But to begin with, Charles Kirk, 21,  
assistant superintendent of Tietjen &  
Lanz's dry dock in Hoboken, married  
Mary Verdon, 21, fourteen months ago  
and they went to live at 55 Chestnut  
street, Weehawken. Charles wanted a  
son and heir, and his wife, to please  
him, came over to New York and got  
into a family named Nelson at 61  
East 125th street. The Nelsons had  
offered through the newspapers to give  
their baby boy to any one who would  
guarantee him a good home.

When Charles came home from work  
yesterday the scene was carefully set.  
The nurse opened the door and  
made him tread lightly to the bedroom,  
where his wife lay with a little wailing  
bundle of humanity beside her. Charles  
was so happy that he telephoned to his  
friends and relations, among them  
his aunt, Mrs. Verdon.

Mrs. Verdon came right over to see  
her grandchild.  
"Why that child's five weeks old," Mrs.  
Verdon announced, and after a closer ex-  
amination Charles was inclined to agree  
with her. Then Mary confessed.

Police Captain Heener was firm in his  
refusal to be responsible for the good  
conduct of a five weeks' baby and he  
induced Charles and Mary Kirk to take  
the little fellow back to the Nelson  
family.

R. R. STATIONS TO BE STORES.

Experiment Will Be Tried on Chi-  
cago and Great Western.

St. Joseph, Mo., Feb. 26.—The Chi-  
cago and Great Western Railroad will  
make its railroad stations country stores.  
Charles R. Berry, assistant to the  
vice-president, announced today that  
as an experiment a full stock of mer-  
chandise has been ordered for the sta-  
tions at Woodruff, West Plains and New  
Mexico. The idea is to give the traveler  
all the way across the continent if they  
are permitted to wear the badge and use  
the name of the association.

One valuable thing about the railroad  
stations is that they are always open.  
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the name of the association.

GIRLS OFFER TO RIDE ZEBRAS.

Would Also "Hike" to Prison to  
Aid Suffrage Cause.

The National Woman Suffrage Asso-  
ciation headquarters is full of troubles  
these days. The latest is an influx of  
activists, stenographers, journalists and  
other professionals who want to "go to  
California." They have offered to ride  
the right horse, ride zebra, "hike" or roll  
all the way across the continent if they  
are permitted to wear the badge and use  
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GIRLS CHASE HOTEL THIEF.

He Dodges Hoffman House Em-  
ployees in Revolving Door.

When Anna O'Neill heard the rattle of  
cash in a tin box behind her in the  
Hoffman House office last night she  
turned from her switchboard just in  
time to see a big fat fellow of about  
fifty, with a mustache and a pair of  
eyes that looked like a pair of  
Elizabeth Weiss, the cashier.

They chased the man the length of  
the revolving door into the street. De-  
tectives Devaney and O'Brien were  
passing, so they went in again, show-  
ing him the door into the street. He  
dodged a dozen guests and slipped  
down stairs.

The detectives arrested John P. Mc-  
Gowan, 39, a speculator, in the wash-  
room, and Proprietor Ritchie charged  
him with larceny. Detectives found  
\$40 in cash and a suitcase. McGowan  
denies the charge.

QUITS JOB OVER WIFE'S ANTICS.

Webster Dislikes Publicity Due to  
Her Resort "Researches."

CHICAGO, Feb. 26.—William T. Web-  
ster offered his resignation today to the  
Chicago and North Western Railway Com-  
pany. Two days ago his wife created a  
disturbance in a resort in Louisville,  
Ky., and was arrested. Yesterday her  
resignation was forfeited when she  
failed to appear in court there.

At the moment it was said that  
Webster's resignation was caused by his  
wife's actions and their attendant pub-  
licity.

Webster returned to Chicago today  
from Louisville.

## REID SAYS HE'S HEAVIEST LOSER IN ROCK ISLAND

Invested \$6,500,000 in a  
"Joke" Which Wiped  
Out \$225,000,000.

EX-OFFICIALS TELL OF  
\$750,000 IN BONUSES

WASHINGTON, Feb. 26.—Daniel G.  
Reid, continuing his testimony before  
the Interstate Commerce Commission  
today, gave a description of how \$300,-  
000,000 of Rock Island stocks and bonds  
were pyramided on the railway com-  
pany's original capital of \$75,000,000.  
How most of this alleged water was  
wiped out by the forcible proceedings  
instituted last fall by the Central Trust  
Company of New York and how the only  
tangible thing now remaining is the  
\$75,000,000 stock of the operating com-  
pany.

In the completion of this circle it is  
contended by the commission's counsel  
that something like \$225,000,000 of  
stocks and bonds were created, mostly  
sold and then wiped out.

Though others may have profited  
through the financing of the Rock  
Island, Mr. Reid says he did not. He  
gave his own word today that he had  
lost more money in it than any one per-  
son that he knew of.

Profit of \$11,000,000 Indicated.

At the same time it was brought  
out that when the Rock Island holding  
companies were organized Mr. Reid re-  
ceived \$17,500,000 of new stock for his  
original investment of \$6,500,000 in the  
railway company. This indicated a  
profit at the time of about \$11,000,000.

Yesterday Mr. Reid said he had dis-  
covered when he and his associates  
bought the Rock Island that it was just  
a "streak of rust." Today he charac-  
terized it as a "joke," but the commis-  
sion's counsel, Mr. Folk, could not un-  
derstand how Mr. Reid was willing to  
invest \$6,500,000 of his own money in a  
joke.

Mr. Reid also contended that he had  
been actuated in the Rock Island financ-  
ing solely by a desire to improve the  
value of the property, but Mr. Folk in-  
troduced figures showing that the out-  
lay on the maintenance diminished  
steadily instead of showing an increase  
after the Reid group got control.

The testimony showed that the Reid  
management was devoted to the dis-  
tribution of cash bonuses and gifts to  
officers who for some unexplained rea-  
son retired from the management.

It was also shown that the Reid group  
had the head of the Rock Island lines.  
Reid himself was virtually forced out  
by Mr. Reid and that the latter sold  
him \$150,000 in bonds, then selling at 91,  
in settlement of his contract for serv-  
ices.

R. A. Jackson, counsel for the road,  
also resigned about the same time,  
taking with him \$100,000 in cash.  
Charles H. Warren, who was assist-  
ant to Mr. Reid, was fortunate enough  
to receive upon his resignation \$50,000  
cash and stock valued at \$150,000.

All told, it seemed that about \$750,-  
000 in cash or securities had been  
paid to these officers who suddenly re-  
signed during the Reid control.

The Reid group also had a large  
amount of stock in the Rock Island  
system. Mr. Reid testified that Lamar  
tried to get into touch with him ap-  
parently with a view to a Congressional  
investigation or arbitration, but he re-  
fused to see him.

Representative Green of Iowa, who  
had been a director of the Rock Island  
and Pacific Railway Company, testi-  
fied that he did not know Lamar,  
had never seen him for any one rep-  
resenting him, and that his resolution  
of inquiry was introduced solely on his  
own initiative.

Got \$25,000,000 in Stock.

Mr. Reid said that he, the Moore  
brothers, C. O. Wilson, H. and James H.  
and William B. Leeds in 1901 and 1902  
acquired about one-third of the out-  
standing stock of the Chicago, Rock Is-  
land and Pacific Railway Company.

Mr. Reid's stock on the average cost  
him about \$175 a share. He and his as-  
sociates, the Moore brothers and  
Leeds, owned about \$25,000,000  
of stock—the Moore brothers about  
\$12,500,000 and Leeds and himself about  
\$12,500,000 each.

Mr. Reid admitted that he personally  
accumulated about \$6,500,000, said  
Chief Counsel Folk, "and then you ex-  
changed that stock for Iowa bonds and  
other securities, which were worth about  
\$25,000,000. So that you received \$17,500,-  
000 for an investment of \$6,500,000."

Mr. Reid admitted this was substan-  
tially correct.

## Mongolian Rescued by U. S. Ice Patrol

Allan Liner, Which Sprang a  
Leak, Is Being Escorted to  
Halifax by Seneca.

ST. JOHN'S, N. F., Feb. 26.—The Allan  
liner, Mongolian, bound for Glasgow  
from Philadelphia, for which fears had  
been felt, is out of danger and is being  
escorted to Halifax by the American  
ice patrol cutter Seneca. The vessel  
is expected to reach port on Sunday.  
The Mongolian reported by wireless that  
she is in no danger, although leaking,  
and that the weather is good.

The Mongolian while entering this  
port on Sunday, February 7, found the  
whole coast as well as the fairway  
blockaded by ice. In avoiding this the  
vessel struck a rock in the narrows and  
fractured a plate. She made repairs and  
sailed last Thursday, but must have  
met further injury because yesterday  
she wirelessed that she was abandoning  
the attempt to cross the Atlantic. The  
vessel was then one thousand miles out  
and was returning to Halifax, her cap-  
tain being unwilling to attempt to reach  
St. John's.

On receipt of the news the New-  
foundland Government ordered the  
steamer Stephano to proceed to the Mon-  
golian. The Stephano was in wireless  
communication with the Mongolian at  
noon today. She reported that the  
American ice patrol cutter Seneca had  
reached the Mongolian. Therefore the  
Stephano turned toward its port.

HAD NO PASSENGERS.

Mongolian Carried a Cargo of Gen-  
eral Merchandise.

PHILADELPHIA, Feb. 26.—The Mon-  
golian sailed from this port for Glas-  
gow via St. John's, N. F., on January  
28. She carried no passengers, accord-  
ing to her agents here. Her cargo con-  
sisted of general merchandise.

Maritime exchange reports say the  
Mongolian arrived at St. John's on Feb-  
ruary 25, sailed from there the following  
day, returned in a damaged condition on  
February 7 and after effecting repairs  
sailed from there on February 15.

EIGHT FIREMEN INJURED.

Fall Through Floor at Midtown  
Left Building Blaze.

Eight firemen slipped through a  
broken floor in a loft building fire at  
29 West Twenty-first street early this  
morning and dropped from the third to  
the second floor. All were badly  
bruised.

John Middlebroek of Engine Com-  
pany No. 72 was taken to New York  
Hospital with concussion of the brain  
and a possibly fractured skull. The  
damage was confined to the three upper  
floors of the six story loft building and  
did about \$50,000 worth of damage to  
the following firms: David Schein, dry  
goods; K. & P. Skirt Company, Roffes  
& Co., buttons; N. Wierman & Sons,  
Export Cloth and Suit Company and  
Cohen & Cohen, dry goods.

J. GORDON BENNETT ROBBED.

Gems Worth \$8,000 Stolen From  
Owner of New York "Herald."

Special Cable Dispatch to The Sun.  
New York, Feb. 26.—James Gordon Bennett,  
owner of the New York Herald, has been  
the victim of a robbery. Jewelry of the  
value of about 10,000 francs (\$8,000)  
were stolen from his villa at Hesdun on  
Tuesday night while Mr. Bennett was  
asleep there.

The police suspect some of the ser-  
vants.  
An employee of Mr. Bennett named  
Laporte, who was cashier of the Paris  
edition of the Herald, absconded with  
10,000 francs (\$20,000) last year. He  
was arrested later in England.

HAVANA WANTS BULL FIGHTS.

Bill Entered in Senate to Annul  
the Ban.

Special Cable Dispatch to The Sun.  
HAVANA, Feb. 26.—A bill has been in-  
troduced in the Cuban Senate to annul  
the decree of that same body, acting  
under instructions from Gov. Macdon,  
abolishing bull fights.

This decree was given during the first  
American intervention under the Platt  
amendment.

STRIKE HOLDS UP MUNITIONS.

British Government Orders Men to  
Go Back to Work.

Special Cable Dispatch to The Sun.  
LONDON, Feb. 26.—The Government  
does not propose to have any industrial  
trouble on its hands during the war.  
There have been indications of trouble  
in the shipping and engineering trades  
for some time, and this culminated to-  
day in a strike of the Clyde engineers.  
They demanded an increase of four cents  
an hour in their pay, but the employers  
would concede only one and a half cents.

The Government told the employers that  
they must concede as much of the de-  
manded by the men and the Govern-  
ment would make good the rest.

A special commission recently appointed  
to investigate the situation in the ship-  
ping industry, which threatened to have a  
serious effect on the output of war sup-  
plies, has now taken a further drastic step  
in ordering employers and workers to  
stop all strikes immediately. The engi-  
neers on the Clyde have been ordered to  
resume work on March 1, after which the  
dispute will be arbitrated.

COLLIER JASON HURRIES BACK.

Leaves England Suddenly on Or-  
ders Without Part of Cargo.

LONDON, Feb. 26.—The United States  
naval collier Jason, which was en route  
from England to the United States, was  
ordered to leave England today. The  
collier was carrying a cargo of coal for  
the United States Navy. The Jason was  
ordered to leave England today because  
it was carrying a cargo of coal for the  
United States Navy.

## U. S. JURY STARTS INQUIRY INTO HAMBURG-AMERICAN ACTIVITIES IN COALING GERMAN SEA RAIDERS

Provided the steamers "Fram" and "Sommerstad"  
proceed presently to their destinations, the steamer "Fram"  
to Pernambuco and the steamer "Sommerstad" to Bahia, in  
Brazil, the Hamburg American Line is  
responsible for the charter parties.

1. They are responsible for the charter parties.

2. In the event that the vessels are seized by  
any belligerent power and the vessels forfeited, the Ham-  
burg American Line guarantees the value of the respective  
vessels.

3. In case the vessels are seized and detained,  
the Hamburg American Line agrees to pay hire of ships at  
the charter party rate during the period of detention.

4. The Hamburg American Line agrees to waive  
the provisions for the appointment of supercargo on the  
vessels.

5. The letters of the Hamburg American Line de-  
livered to the Captain of the "Fram" and the Captain of the  
"Sommerstad" are to be treated by the captains as private  
papers.

6. Provided the ships make a good delivery of  
their cargoes and a quick voyage, there is to be no deduc-  
tion for the loss of time for the last few days and other  
expenses.

The attempt to transfer the cargo to  
a German steamer or ship of war  
will be responsible for all damage  
suffered by the cargo during the time the vessel  
is detained.

New York, September 23, 1914.

This is a re-  
production of  
a photographic  
copy of an  
agreement be-  
tween the  
Hamburg  
American line  
and owners of  
the Fram and  
Sommerstad,  
which are said  
to have been  
engaged to  
provision Ger-  
man cruisers  
in the South  
Atlantic.

Death Bed Blessing  
for Francis Joseph

Austrian Emperor's Confessor  
Leaves Rome in Haste  
for Vienna.

Special Cable Dispatch to The Sun.  
ROME, Feb. 26.—The Pope gave an  
audience today to Prince von Seben-  
burg-Bartenstein, the Austrian Ambas-  
sador to the Vatican, who was accom-  
panied by Dr. Seydl, the confessor of  
Emperor Francis Joseph. The latter  
came from Vienna for the interview.

The Ambassador was not attended  
by any of his entourage. He and Dr.  
Seydl conferred with the Pope in the  
library of the Vatican for an hour.  
They did not visit Cardinal Gasparri,  
the Papal Secretary of State, but im-  
mediately after the audience left for the  
railway station and Dr. Seydl returned  
post haste to Vienna. As he had  
diplomatic passport there will be no  
delay at the frontier.

Speculation is rife at the Vatican as  
to the object of the mysterious con-  
ference. It is believed to be connected  
with the death bed blessing, which Dr.  
Seydl now has the privilege of im-  
parting to Emperor Joseph at any time.

MANY VICTIMS OF SOFIA BOMB.

Minister of War's Daughter  
Wounded in Explosion on Feb. 14.

Special Cable Dispatch to The Sun.  
PARIS, Feb. 26.—A despatch from  
Belgrade gives details of the destruc-  
tion caused by the bomb thrown on the  
casino at Sofia on February 14 during  
a performance. The bomb was  
dropped at 1 o'clock in the morning  
causing a panic among the audience.  
Ten persons were wounded, includ-  
ing a daughter of Gen. Fitchett, the  
Minister of War. A son of Gen. Yova-  
jev was killed and several of those  
who were wounded died later.

5,000 SEE "DARE DEVIL" FALL.

Jack Reynolds Hurt When Scaling  
Face of a Building.

PHILADELPHIA, Feb. 26.—Five thou-  
sand breathless persons stood on Chest-  
nut street between Tenth and Eleventh  
streets today with their eyes fixed upon  
the 131 pound form of Jack Reynolds,  
known as "Dare Devil Jack," as it sud-  
denly shot through the air after he had  
fallen from the fifth floor of a building,  
while crawling up the wall.

He backslipped on the roof of another  
building next door. When he reached  
Reynolds he mumbled:

"I'm hurt a little—sorry it happened.  
It's nothing. All climb the Woolworth  
tower in New York next summer."

Reynolds is in Jefferson Hospital, suf-  
fering from a fractured right leg, in-  
ternal injuries and contusion of the  
head and face.

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proceed presently to their destinations, the steamer "Fram"  
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Face of a Building.

PHILADELPHIA, Feb. 26.—Five thou-  
sand breathless persons stood on Chest-  
nut street between Tenth and Eleventh  
streets today with their eyes fixed upon  
the 131 pound form of Jack Reynolds,  
known as "Dare Devil Jack," as it sud-  
denly shot through the air after he had  
fallen from the fifth floor of a building,  
while crawling up the wall.

He backslipped on the roof of another  
building next door. When he reached  
Reynolds he mumbled:

"I'm hurt a little—sorry it happened.  
It's nothing. All climb the Woolworth  
tower in New York next summer."

Reynolds is in Jefferson Hospital, suf-  
fering from a